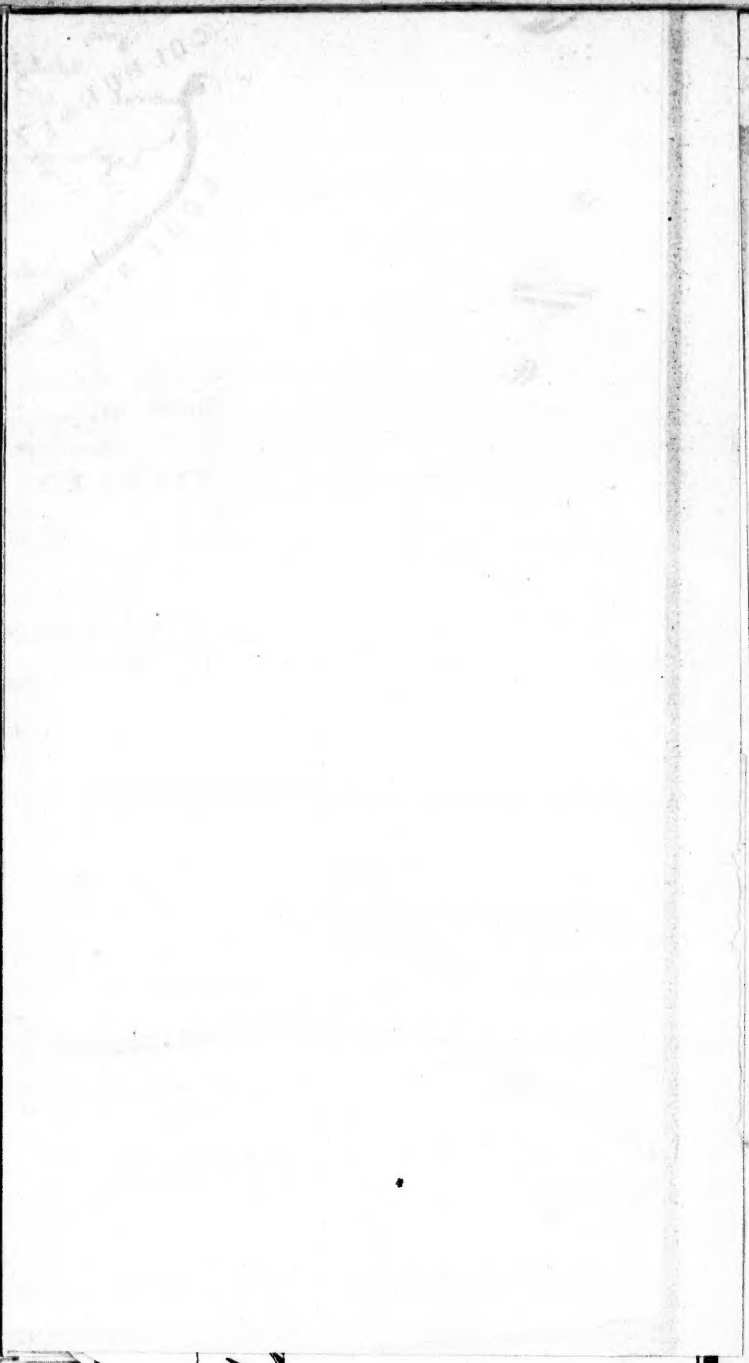




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RAILWAY COMPANY,

and the Report of
GEO. LOWE REID, C.E.

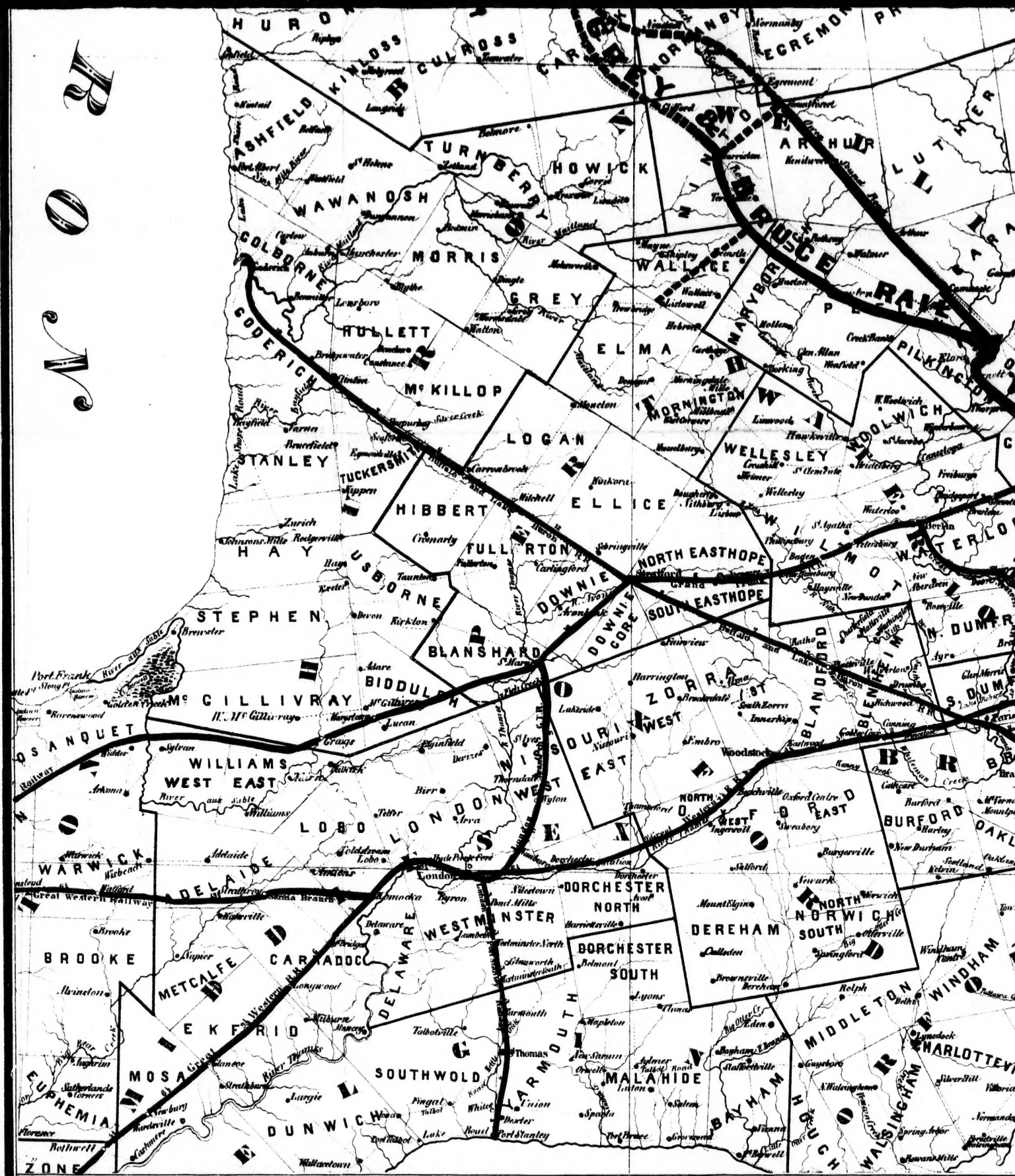
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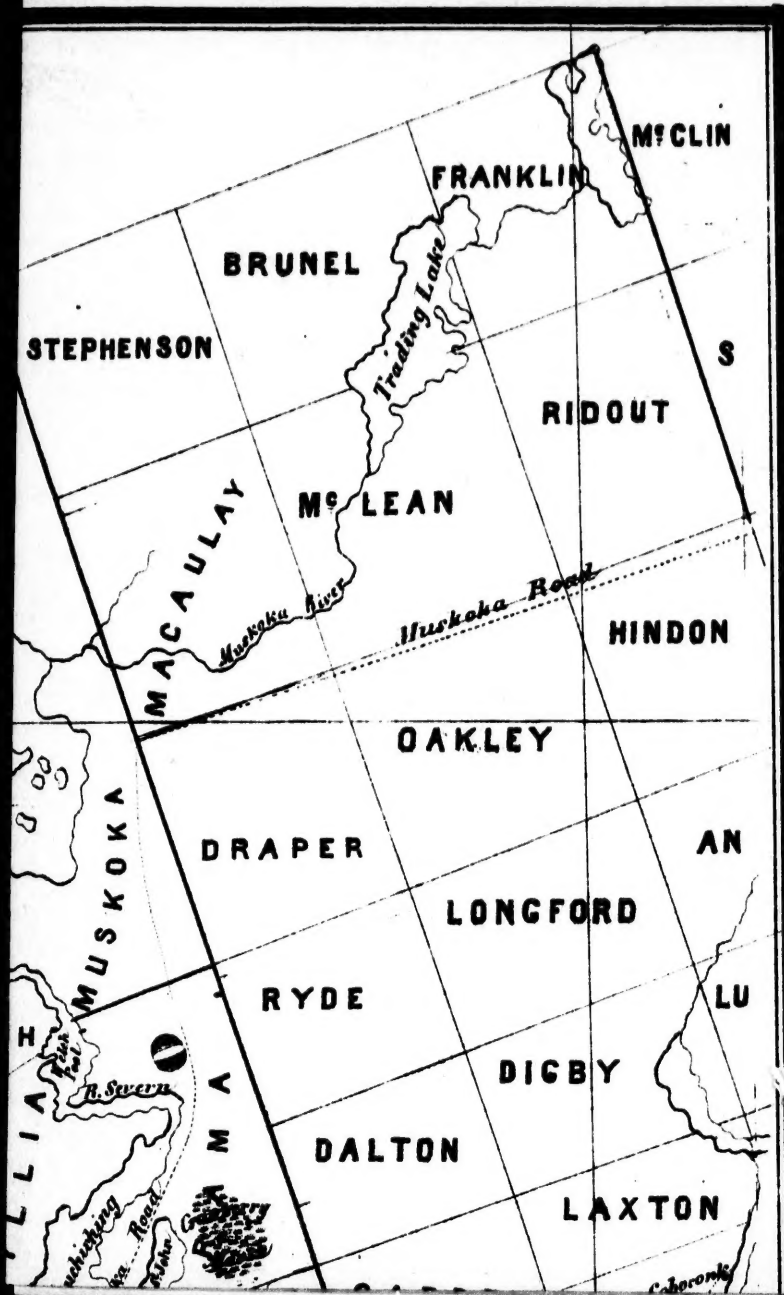
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PROSPECTUS

OF THE

Wellington, Grey & Bruce RAILWAY;

TO WHICH IS APPENDED THE

REPORT OF GEORGE LOWE REID, ESQ.,

ON THE SURVEY OF THE LINE TO

HARRISTON AND MOUNT FOREST.

DIRECTORS:

ADAM BROWN, Esq., PRESIDENT.

GEO. D. FERGUSON, Esq., VICE-PRESIDENT.

T. S. PARKER, Esq., M.D., M.P.

JAMES TURNER, Esq.

JOHN FERRIE, Esq.

JAMES WILSON, Esq.

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J. M. FRASER, Esq.

JOHN BROWN, Esq.

WM. MCGIVERIN, Esq.

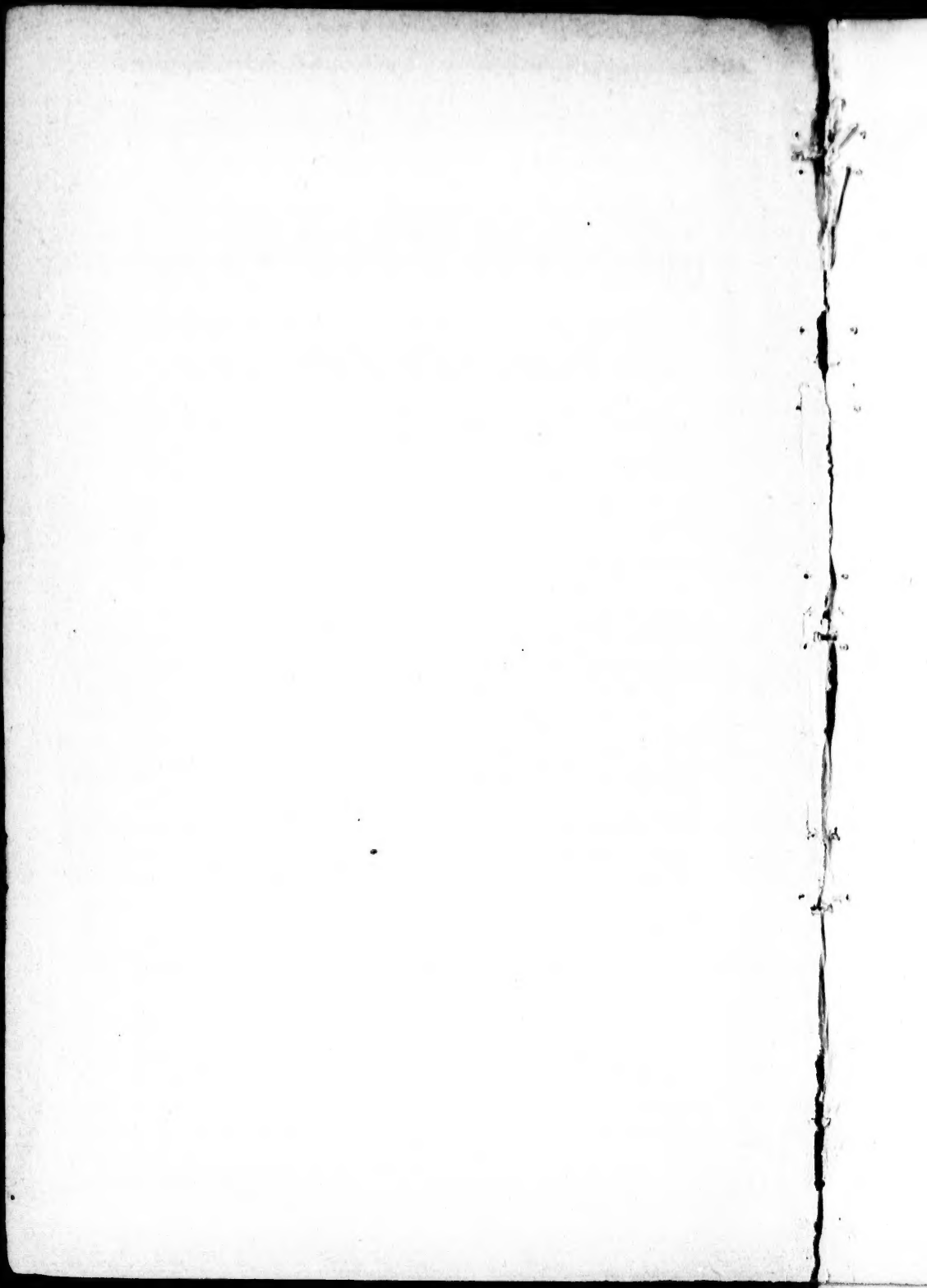
DONALD MCINNES, Esq.

H. E. IRVING, Esq., SECRETARY.

Hamilton:

PRINTED AT THE SPECTATOR OFFICE, PRINCE'S SQUARE.

1869.



PROSPECTUS

OF THE

Wellington, Grey & Bruce Railway.

THE project of connecting Lake Huron with Lake Ontario, by a railway through the Counties of Wellington, Grey and Bruce, has been before the public for a number of years. On the 16th May, 1856, the royal assent was given to an act, incorporating the "Canada North West Railway Company," on the petition of the Municipalities of the City of Toronto, the Townships of Saugeen, Elderslie, Brant, Carrick and Bruce in the County of Bruce, and Arthur, Peel and Minto in the County of Wellington. This Company was authorized "to lay out, construct and complete a Railway connection "between Lake Huron, at or near the Town of Southampton in the County of Bruce, and Lake Ontario at "Toronto, with full power to pass over any portion of "the Counties of Wellington, Grey and Bruce, to intersect and unite with the Grand Trunk Railway at "Guelph, as provided by the ninth section of the Railway Clauses Consolidation Act, and to construct a "fork or branch to Owen Sound, from any point north "of Durham."

Under the authority of this Act, a Board of Directors was appointed, and Sandford Fleming, Esq., C. E., was authorized to make a preliminary survey of the line and to report upon it. His report, directed especially to a

description of the extent, physical features, soil and settlement of the country through which the proposed railway was to pass, was printed and extensively circulated, and tended in no small degree to direct public attention to the magnificent country then only being opened up for settlement.

The commercial crisis which occurred in the Province shortly after this preliminary survey was made, prevented the work from being energetically pressed forward; and the subsequent failure of the crops, and consequent indisposition of the farmers to contribute towards the construction of the railway, caused it for a time to be abandoned altogether, so that the Act of Incorporation lapsed from non-usage.

PROVISIONS OF THE CHARTER.

During the session of Parliament of 1864, another Act was obtained, principally through the instrumentality of F. Shanly, Esq., C. E., under which a Company was incorporated under the name of "The Wellington, Grey and Bruce Railway Company." This Company was authorized "to lay out, construct, make and finish a "double or single iron railway, at their own cost and "charges, from the town of Guelph in the county of "Wellington, to the village of Southampton, or other "point on Lake Huron, in the county of Bruce, with a "branch, should they so desire it, to the town of Owen "Sound, in the county of Grey, and with power to "connect with the Great Western or Grand Trunk "Railways, or both, at or near the said town of Guelph, "and crossing the Grand River about midway between "the villages of Fergus and Elora."

The capital stock of the Company was fixed at one million five hundred thousand dollars; and in order to ensure the completion of the work at as early a day as possible, it was enacted by the seventh clause that

"when and so soon as one-fifth part of the said capital
 "stock shall have been subscribed as aforesaid, and ten
 "per centum paid thereon, it shall and may be lawful
 "for the said directors, or a majority of them, to call a
 "meeting of the shareholders at such time and place as
 "they may think proper, giving at least two weeks'
 "notice in newspapers published in the counties of
 "Wellington, Grey and Bruce, at which general meeting,
 "and at the annual general meetings in the following
 "sections mentioned, the shareholders present, either in
 "person or by proxy, shall elect eleven Directors, in the
 "manner and qualified as hereinafter provided, which
 "said eleven directors shall constitute a Board of
 "Directors, and shall hold office until the first annual
 "meeting for the election of directors and until others
 "are elected in their stead; this Act and all the provisions
 "thereof shall become null and void unless the construc-
 "tion of the said Railroad be commenced within three
 "years and completed within seven years of the passing
 "of the same."

The requirements of this clause have been complied
 with in so far as it was necessary to do so to preserve the
 charter. The capital stock required has been subscribed,
 the ten per centum thereon, equal to thirty thousand
 dollars, has been paid, the money having been deposited
 in the Commercial Bank of Canada, at Hamilton, and
 the work has been commenced by the turning of the first
 sod, which took place at the village of Fergus, in the
 presence of a large concourse of spectators, on the 28th
 June last. No legal obstruction, therefore, exists to
 proceeding with the work under the Charter of 1864,
 and the active interest now being taken by the Muni-
 cipalities through which the road is to pass warrants the
 expectation that it will be prosecuted without delay.

It is proposed that the Municipalities interested in the
 building of the Wellington, Grey and Bruce Railway

shall contribute towards its construction, by way of bonus, the sum of eight thousand dollars, or thereabouts, per mile. Meetings have been held in many of the townships, and the warmest interest has been manifested in the undertaking. Some of the townships have already passed By-laws, taking stock in the company, with a proviso that Legislative authority shall be obtained to convert the stock into a bonus; and others promise to grant similar assistance. With such aid from the Municipalities themselves, it is felt that the undertaking offers so favorable an investment for capital, that there will be no difficulty in selling the requisite amount of bonds, bearing interest at seven per cent., to complete the work.

CHARACTER OF THE COUNTRY.

There is no portion of Canada which at this moment offers so good a field for Railway enterprise as these North-western Townships. Taking some point in the Township of Normanby as a centre, a circle with radii of forty-five miles may be described without crossing either of the existing Railways which skirt the eastern, south and south-western portions of this district, viz:—the Northern, the Grand Trunk, and the Buffalo and Lake Huron Railways. An area of upwards of six thousand square miles is included within this circle, comprising the finest agricultural lands in the Province of Ontario. Assuming that the existing railways serve the country for a distance of from twenty to twenty-five miles from them, there still remain, as absolutely tributary to the proposed Railway, nearly two millions of acres of fine arable land. Mr. Sandford Fleming, in the report to which allusion has already been made, gives the following admirable description of this fine district:

“The Saugeen River takes its rise in the elevated plateau constituting the seven Townships of Holland

Glenelg, Artemesia, Osprey, Proton, Egremont and Melancthon. The same plateau gives rise to the Beaver and Big-head Rivers flowing northward into Nottawasaga Bay, and to the Irvin and other tributaries of the Grand River, which pursue a contrary course and finally discharge into Lake Erie. A few miles west of Durham, in the Township of Bentinck, the Saugeen proper is joined by a tributary from Glenelg called the Rocky Saugeen, and near the dividing lines of the counties of Grey and Bruce, and the townships of Carrick and Brant, it receives considerable accessions to its volume from a tributary named the South Branch of the Saugeen, draining the Townships of Normanby and Egremont, and portions of Minto, Arthur, Proton, and Luther. The course of the Saugeen lies for a few miles nearly due west in Brant, it then bends south to the northerly town-line of Carrick, and again north to the village of Walkerton; here it crosses the Durham Road and pursues a winding northerly direction until it receives an additional tributary, the Tees-water, in Elderslie, not far from the easterly corner of the Township of Bruce. The Tees-water drains part of the Townships of Kinloss and Carrick and the whole of Culross and Greenock. From Bentinck, Brant, Sullivan, Elderslie, and Arran, the Saugeen receives a very considerable number of small streams, and continuing in a general direction northwards to the village of its own name, at the foot of the Indian Peninsula, it finally flows into Lake Huron. The total length of this river, including the Teeswater, the Rocky Saugeen, and the South Branch, is not less than 180 miles; the townships wholly drained by the main river or its affluents, are Elderslie, Brant, Bentinck, Glenelg, Egremont, Normanby, Carrick, Culross, and Greenock, nine townships in all, and containing an area of 595,000 acres. The townships partially drained by the Saugeen, or its affluents, are Arran, Sullivan, Holland, Euphrasia, Artemesia, Osprey, Proton, Luther, Arthur, Minto, Howick,

Turnbury, Kinloss, Bruce and Saugeen, comprising an area of about 350,000 acres, and giving a total area of about 945,000 acres, or nearly 1,500 square miles within the water-shed of this river. Of the townships above named as being partially drained by the Saugeen, we find the remaining portions of Bruce, Kinloss, Turnbury, Howick and Minto, give rise to short and unimportant streams falling directly into Lake Huron at numerous points along the coast, or by the Maitland at Goderich; on the other hand, Sullivan and Arran are partially drained by the Sable (North), which enters Lake Huron in the new township of Amabel;* portions of Holland, Euphrasia, Artemesia and Osprey, contribute to the Georgian Bay, through the Big-head, Beaver, Pretty, and Mad Rivers, while parts of Proton, Luther, and Arthur are drained by the summit waters of the Grand River, which flows southerly into Lake Erie.

"The physical features of the valley of the Saugeen, are well marked and somewhat peculiar; west of the dividing line between Grey and Bruce, the main river flows in a deep, broad bed, with hilly banks rising to a gently undulating plateau on either side, this plateau being cut here and there with various branch streams, and sloping gently west and south-west, to the townships on the shore of Lake Huron, and in the contrary direction ascending to the broken country along the eastern water-shed. In the townships partially drained by the Saugeen, particularly those to the south of the valley, the surface of the country consists of a succession of low narrow ridges with wide plateau flats between each; the ridges increase in relative elevation as they recede from the valley until the summit is attained, they then descend by similar, but somewhat less easy steps from plateau to plateau, until the valleys of the Maitland on the one

* There are valuable falls near the mouth of the Sable (North), where it is contemplated erecting Mills and making its entrance available for Harbor purposes.

hand, and of the Grand River on the other are attained. The nature of the water-shed east of the Saugeen valley, differs in some important particulars; the character of the country is rocky, the surface in many parts is abrupt, stony and broken. The townships which send part of their drainage to the Georgian Bay, exhibit even at the surface numerous rock exposures. The term Rocky Saugeen, applies well to the general features of the country near the road leading from Owen Sound to Durham, when compared with the rich plateau valley of the main river.

"In describing more in detail the physical features of the Saugeen valley I shall start at the outlet of the river and proceed against the general direction of the stream, making here and there a traverse of a few miles into the surrounding country, and up the valleys of a few of its more important tributary creeks.

"At the immediate mouth of the river the soil is sandy and poor, as is generally found skirting the coast of Lake Huron, but within a mile or so it changes to drift clay, with here and there low sand ridges, which diminish in frequency until they disappear altogether at the distance of three or four miles from the Lake. The banks of the river at the bridge, about five miles inland from its mouth, have been deeply excavated for the purpose of forming approaches to that substantial work, and they expose a great depth of the rich drift clay. Following the Elora Road from the bridge to Paisley, we pass through heavily timbered clay land, supporting beach, maple, elm and birch, in the greatest abundance and luxuriance; nearly half way between these two points, the very broad valley of a Creek rising in Sullivan is traversed, the depth to which this creek had cut a ravine through the drift clay, showed the great thickness of that deposit, which did not appear to be less than from 90 to

120 feet. Boulders were almost entirely absent, a few of small dimension in the bed of the creek, showed that they were not generally distributed in the clay. Here, as well as at very many other parts of the valley, the fertility of the virgin soil was well shewn, by abundant crops of turnips of very large size, notwithstanding the unusually dry season. Near Paisley a road strikes off to the village of Lockerby, a new settlement situated on the North Branch of the Saugeen, which takes its rise in Holland and flows along the southerly end of Sullivan and Elderslie to its intersection with the main river. Lockerby offers advantageous positions for mills, with the certain prospect of abundance of material to sustain them, as the improvement of the fertile country around them progresses. Paisley is the site of a town at the confluence of the Tees-water with the main Saugeen; here, as well at Lockerby, mills are erected, there are also several stores and other buildings. The Saugeen at this point is an imposing river, with high abrupt banks on one side, and broad rich flats rising to similar banks on the other. indeed high banks and wide-spreading flats alternately on either side of the river, is a common feature. The timber covering the flats is of enormous growth; Elm trees may frequently be seen from 60 to 70 feet high without a branch, and three feet in diameter ten feet from the ground. Black birch of unusual size, and black cherry are frequently to be met with three feet in diameter, and they generally preserve their thickness without branches to a great height.

"The Tees-water bears the very inappropriate name of Mud River, and is also called the West Branch of the Saugeen; it runs through Greenock and Culross, but draws various tributaries from Kinloss and Carrick, which take their rise in small lakes, swamps and beaver meadows. Between Paisley and the village of Walkerton, on the Durham Road, indeed, between the Saugeen

bridge, near the mouth of the river, and the latter village, a distance of about 30 miles, it would be difficult to find ten acres of unavailable land on the travelled road; here and there at wide intervals, a few patches of wet or of lightish soil may be discovered, but there are no swamps, properly speaking, unless one or two swales, bearing a mixture of cedar and hardwood timber, can be called such, and it is quite probable that most farmers would prefer having a portion of this kind of timbered land for future fencing purposes. The country is very heavily timbered with beech and maple of the largest growth, buttonwood, black birch, and magnificent elms; very little hemlock, pine, or any resinous trees were observed, indeed, the forest truly deserves the name of heavy hardwood land. The river and streams generally flow over gravelly beds, with here and there outcrops of limestone excellent for building purposes; a considerable quantity lay exposed on the roadside about the middle of Brant, in the rough form converted into lime. It was procured on the river bank near by, for the erection of a stone tavern, and, according to the information obtained, it is not only found without difficulty on the main river, but also at many points along its branches; we were told of a remarkable exposure along the banks of the Tees-water, about twelve miles south of Paisley, at a place called Pinkerton's Mills. The stone is of a light, warm, grey colour, and is detached with great ease from its bed, in layers varying from six to sixteen inches in thickness, with a good square fracture, admirably adapted for building good common work, as is well exhibited in several comfortable dwellings through various parts of the country.

"The Saugeen at Walkerton is a river of no common beauty; on the one side a uniform hill-bank—(it cannot be called a cliff bank)—rises with a rapid slope to the height of about two hundred feet, and beneath is a wide rich flat through which the clear waters of the river flow

over its light gravelly bed. The opposite bank is more varied in outline, but rises to a similar height, from which the great plateau of heavy and rich drift clay stretches away for many miles in long easy undulations, sharpened at intervals by the valleys of the numerous streams which water the townships. The great line of road leading easterly from Durham to Greenock, Huron and Kincardine, crosses the Saugeen at this village; near the intersection the river has been dammed, and affords a superabundance of water power; mills are here erected, taverns, churches and dwellings are springing up around, and through the enterprise and energy of its founder, the village is fast assuming importance. Taking Walkerton as a centre, and making radiating traverses northerly through Brant to Elderslie, westerly to Greenock and Kincardine, southerly and easterly through Carrick, Normanby and Bentinck, it would become a problem of some difficulty to find a tract of land equal in every respect to that comprehended within the limits of these townships. The road leading directly south from Walkerton, traverses a country of astonishing luxuriance of vegetation; it is quite impossible to form a correct idea of the character of the bush and of the nature of the soil in this neighbourhood, without a personal inspection; here you see elm trees four feet in diameter near the ground, rising to an altitude of 70 feet without a branch, and bearing their thickness well to that height. Black birch and cherry, with their singular barks, growing here in great abundance, and with trunks of unusual dimensions to an altitude of sixty or seventy feet, are by no means uncommon. Beech too, of far more than ordinary size, arrests attention, and the traveller is struck with some degree of surprise, even in our Canadian woods, at the aspect presented by the forest in this part of the Saugeen valley. Nothing in the same latitude can exceed the magnificence of the timber or the apparent strength and richness of the soil. The valley of the

Otter Creek, which enters the Saugeen about three miles south of Walkerton, displays the largest growth of elm, birch and beech that I have seen in Canada, and where the land is underbrushed, as a preliminary process for clearing, the noble trunks of the trees appear in their true proportions; indeed it is urged by many of the settlers in this part of the country, that the land is too heavily timbered, forgetting the fact that the abundance and dimensions of vegetable growth they deplore is the surest indication of the enduring fertility of the soil and the adaptation of climate to the purposes of their own toil and industry. In some parts of the townships of Brant and Carrick a little pine and hemlock may be found either in swales or clothing narrow low sand and gravel ridges which occasionally exist in the neighborhood of the water courses. In Elderslie, the township lying to the north of Brant, and only partially watered by the Saugeen, there are some considerable swamps, forming the sources of the several small streams which join the main river, or pass over the northern water-shed and flow into the Sable. Greenock, immediately west of Brant, resembles it in the richness of its soil, but is not so well drained, and possesses an extensive swamp about the centre of the township; this swamp grows abundance of pine, and in a country where hardwood land predominates, will soon be of incalculable value for building and fencing purposes, as already the absence of pine is felt in many places. In Carrick, the township south of Brant, and Culross and Kinloss, south of Greenock, several dry swamps occur, but of no great extent, and in most cases available for farming purposes. The timber in these elevated swamps consists of cedar, tamarack, birch, beech, a little hemlock and pine, with here and there balsam and spruce. In Howick and Minto, townships which are more elevated and constitute the southern water-shed of the valley, swamps are more numerous; they are found in long flats, between low ridges, which seem to divide the waters of

the Saugeen from those flowing in a southerly direction. It is a fact well worthy of notice, that the elevated townships in which these dividing ridges are found, do not, with the exception perhaps of Proton and Luther contain any considerable extent of unavailable swamps. They may in general be classed as dry swamps, in which hardwood is associated with black ash, tamarack, and cedar. The passage from the Saugeen valley to that of the Grand River is remarkably gradual, and would scarcely be perceived by a traveller in the bush without the assistance of the long vistas afforded by the new made Elora Road, which being cut out in a direct line, enables the low ridges with their broad but shallow intervening valleys to be recognised by the unassisted eye; their broad valleys are easily distinguished, rising gradually step by step as you recede from the main river, and as falling similarly in the opposite direction after the water-shed is passed."

That description, written in 1856, has been more than realized in the progress of the country since. Enthusiastic as Mr. Fleming became at times in his report, based upon an accurate personal survey of the country, the experience of all who have recently visited the County of Bruce, confirms the moderation of his estimate of the value of the country. Peopled by a class of settlers who had received their training in other parts of the Province, and had become inured to the hardships and privations of the settler's life, the farms and farm-houses, compare favourably with those of the older districts. Places like Walkerton, just emerging from mere hamlets into villages when Mr. Fleming examined the country, are now rising into the position of thriving towns. And an appearance of thrift and prosperity pervades the entire country which, in view of its comparatively recent settlement, is perfectly marvellous.

AREA TRIBUTARY TO PROPOSED RAILWAY.

The townships which may be said to be directly tributary to the proposed Wellington, Grey and Bruce Railway, or which are benefitted by it in the first degree, are the following:—

COUNTIES.	TOWNSHIPS.	ACRES.
Wellington	Minto.....	74,000
"	Luther	90,000
"	Maryborough.....	56,771
"	Pilkington	28,000
"	Nichol	28,000
"	Garafraxa	94,000
"	Peel	74,890
"	Arthur.....	65,943
Perth	Wallace.....	47,000
Grey	Proton	76,800
"	Egremont	76,292
"	Normanby	70,000
"	Bentinck.....	76,662
"	Sullivan.....	74,000
"	Derby	40,000
Huron.....	Howick	69,979
Bruce.....	Carrick	59,525
"	Kincardine.....	60,556
"	Brant	70,900
"	Arran	54,833
"	Culross	58,095
"	Greenock	58,686
"	Bruce	67,176
"	Elderslie	55,775
"	Saugeen.....	46,434
"	Amabel	70,000
"	Keppel	88,000
"	Albemarl.....	68,000
"	Eastnor.....	57,000
"	Lindsay	66,000
"	St. Edmunds.....	54,000
Total.....		1,977,317

This Large area of country is comprised within a distance of from twenty to twenty-five miles from the proposed railway, with the exception of the last four named townships situated in the Indian Peninsula of the County of Bruce; and, as to by far the largest portion of it, is

a greater distance from any of the existing railways. It comprises besides no less than six incorporated villages, Southampton, Kincardine, Walkerton, Mount Forest, Fergus and Elora, all of them important and rapidly increasing centres of trade. It may be relied upon as absolutely tributary to the railway, and is unquestionably far superior, in every respect, to any other district of similar extent traversed by any of the Canadian railways. A comparison of the census returns of 1852 and 1861, affords a striking proof of the rapid progress which the country has made, as will be seen by the following :

TOWNSHIPS.	POPULATION.		LANDS UNDER CULTIVATION.	
	1852.	1861.	1852.	1861.
Minto.....	1,803	2,341		7,440
Luther.....		689	4,611	2,046
Arthur.....		3,597		13,034
Maryborough.....	994	3 134	1,693	14,056
Pilkington.....	1,990	4,557	7,154	16,127
Nichol.....	2,450	2,395	10,666	15,233
Garafraxa.....	2,083	4,866	5,749	24,520
Peel.....	2,435	5,008	6,993	25,032
Wallace.....	....	2,400	....	11,173
Proton.....	....	1,240	....	4,142
Egremont.....	665	2,934	2,121	10,311
Normanby.....	539	3,963	1,424	12,322
Bentinck.....	1,272	3,331	2,688	10,803
Sullivan.....	538	1,736	1,735	7,013
Derby.....	471	1,243	1,582	6,469
Howick.....	....	2,252	....	5,669
Carrick.....	....	3,163	....	10,782
Kincardine.....	1,149	3,887	1,226	12,456
Brant.....	621	3,125	451	9,673
Arran.....	149	2,551	....	8,982
Culross.....	....	2,266	....	5,877
Greenock.....	244	1,847	124	5,744
Bruce.....	100	2,250	22	8,065
Elderslie.....	14	1,774	....	5,357
Saugeen.....	277	2,129	76	5,766
Amabel.....	....	182	....	522
Albemarle.....	....	54	....	57
Total.....	17,594	69,044	48,315	317,689

It will be seen by this statement that as recently as 1852, only fifteen years since, some of the townships,

now having their smiling farms and their prosperous and contented homesteads, were not even honored by a distinct and separate place in the census roll. The progress of these townships since 1861 has been even more marked than before. The two or three years immediately preceding that period were years of commercial depression throughout the Province, and of very short crops. In Bruce particularly were these depressing influences severely felt, so severely that the inhabitants were actually without seed wheat to sow their fields. The township of Minto, which may be taken as an illustration of the general progress, had not in 1852 even been set apart as a separate municipality, although it requires only that it should have one hundred names on the Assessment Roll to entitle a township to be so set apart. It had increased its population in 1861 to 2,341 souls; and as an evidence of its still more rapid increase since, it may be stated that at the recent electoral contests, no less than 472 electors polled their votes in that township. The general average is that every one in eight of the population is on the voters' list, and assuming that every man who had a right to vote did so, we find that the population of that township went up during the six years since the census was taken to the large figure of 3,776. It may fairly be set down as having upwards of four thousand of a population, an advance in six years equal to about sixty per cent. An increase of at least fifty per cent. since the census was taken may fairly be assumed over the whole area comprised within those townships, making the present population equal to over one hundred thousand souls.

COMPARISON WITH OTHER DISTRICTS.

The population of this district, compared with a similar extent of country traversed by existing railways, affords a fair index of its ability to sustain a railway, and promises ample security for those who invest their capital in its construction. The

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Great Western Railway of Canada is admittedly the best railway property in the Province, is in fact the only railway which has, with an interruption of a few years during the prevalence of the commercial crisis, and the failure of the crops, paid a dividend upon all classes of its securities. A comparison of the country traversed by the western section of that road, a distance rather longer than that of the proposed Wellington, Grey and Bruce railway, will show the comparative importance of the two districts; and taking, as in the case of the north-western townships, the populations in 1852 and 1861 respectively, will show very strikingly the relative progress of these two sections of the Province. The following townships occupy towards the western hundred miles of the Great Western Railway, the same relative positions as those already given occupy towards the proposed Wellington, Grey and Bruce Railway:—

TOWNSHIPS.	POPULATION.	
	1850.	1861.
Sandwich	4,028	4,949
Maidstone	1,167	1,651
Rochester	788	1,349
Tilbury, (East and West)	1,680	2,457
Raleigh	2,460	3,750
Harwick	2,627	4,556
Howard	2,798	3,976
Oxford	1,566	2,554
Chatham, (Town)	2,070	4,466
Aldborough	1,226	2,325
Dunwich	1,948	2,888
Delaware	1,861	2,324
Caradock	3,118	4,422
Medcalf	1,096	1,746
Mosa	2,075	3,033
Euphemia	1,457	2,109
Zone, (with Camden) .....	....	1,159
Chatham	1,768	3,585
Dover	1,723	2,656
Dawn	556	726
Camden	1,434	2,744
Ekfrid	1,792	2,574
Total	40,138	60,599

It will thus be seen that while the population of the District through which the proposed Wellington, Grey and Bruce Railway is to run, and which will be directly tributary to it, increased in the nine years from 1852 to 1861 no less than two hundred and ninety-three per cent.; that of the district similarly situated towards the western section of the Great Western Railway increased but fifty per cent! And in making this comparison account should be taken of the great disadvantages under which the former laboured in consequence of the difficulty of access to the markets of the country, and the advantages enjoyed by the latter from railway communication. Every portion of the townships which have been cited as adjacent to the Great Western, have, during the entire period between the census of 1852 and that of 1861, had a ready and speedy access to market. They have enjoyed that developement which invariably follows railway communication; and their settlers have grown rich, and have, in growing rich, been enabled to improve their farms, obtaining for everything they produced, a ready market and a good price. While the north-western townships have been isolated—the farmers subjected to all the disadvantages of remoteness from railway, and to the great loss of time and money which are involved in taking produce from forty to fifty miles to market. And yet in spite of these disadvantages, so productive is the soil of that district, so inviting to the hardy and experienced Canadian settler, that the population of the townships adjacent to the proposed railway exceeded that of the townships adjacent to the western section of the Great Western, in 1861, by 8,445 souls. There can be little doubt that when the census of 1871 is taken, the excess will be found to be at least fifty per cent., so rapid is the progress of settlement in those townships which, by common consent, have come to be regarded as the garden of Canada.

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In productions the country has increased with no less remarkable rapidity, as the following comparison of four leading articles of produce in 1852 and 1861 respectively will establish :—

COUNTY.	TOWNSHIP.	WHEAT.		BARLEY.		PEAS.		OATS.	
		1852.	1861.	1852.	1861.	1852.	1861.	1852.	1861.
Wellington..	Minto	50,690	1,998	1,998	6,899	18,650	18,650	18,650	18,650
"	Luther	12,832	1,055	564	1,055	4,431	4,431	4,431	4,431
"	Arthur	53,877	948	948	13,767	44,961	44,961	44,961	44,961
"	Maryboro' ..	5,404	1,590	923	879	55,578	55,578	55,578	55,578
"	Pikington...	31,975	2,970	3,741	6,210	88,318	88,318	88,318	88,318
"	Nichol	34,571	7,533	7,533	7,066	78,896	78,896	78,896	78,896
"	Garafraxa...	27,474	164,301	1,658	9,491	148,430	148,430	148,430	148,430
"	Peel	24,389	188,160	1,530	5,209	86,760	86,760	86,760	86,760
Perth.....	Wallace.....	58,403	852	852	11,499	24,946	24,946	24,946	24,946
Grey	Proton	15,305	2,708	2,708	1,362	9,178	9,178	9,178	9,178
"	Egremont...	6,769	3,448	3,448	776	39,887	39,887	39,887	39,887
"	Normanby...	4,478	353	353	753	39,160	39,160	39,160	39,160
"	Bentinck...	12,267	66,153	333	1,077	32,932	32,932	32,932	32,932
"	Sullivan...	5,076	38,620	437	961	19,112	19,112	19,112	19,112
"	Derby	4,941	30,395	15	510	17,579	17,579	17,579	17,579
Huron	Howick	46,921	1,679	1,679	3,767	10,942	10,942	10,942	10,942
Bruce	Carrick	86,625	6,676	6,676	15,780	27,281	27,281	27,281	27,281
"	Kincardine..	79,458	1,626	1,626	17,646	29,614	29,614	29,614	29,614
"	Brant	160	79,233	20	12,485	30,184	30,184	30,184	30,184
"	Arran	74,476	947	947	7,866	23,380	23,380	23,380	23,380
"	Culross	51,121	2,996	2,996	5,830	13,824	13,824	13,824	13,824
"	Greenock ..	6,494	33,742	106	4,574	16,284	16,284	16,284	16,284
"	Bruce	1,300	46,174	891	3,948	15,093	15,093	15,093	15,093
"	Elderslie...	30,025	1,117	1,117	4,574	16,284	16,284	16,284	16,284
"	Saugeen...	43,949	1,832	1,832	6,943	12,543	12,543	12,543	12,543
"	Annabel	3,875	70	70	347	1,227	1,227	1,227	1,227
"	Albion	465	59,757	59,757	330,420	864,214	864,214	864,214	864,214
Total		176,615	1,668,954	17,783	28,937	197,920	197,920	197,920	197,920

Thus the aggregate production of these four cereals in 1860 was 2,923,345 bushels against 421,255 in 1851, an increase of about seven hundred per cent. during the nine years. When the recent settlement of the district, many of the townships not having been even included in the Agricultural Census of 1852, and the comparatively small breadth of land that was under cultivation in 1861, are taken into account, these figures afford the most gratifying evidence of the immense producing power of this part of the Province. They prove that from the first the proposed railway can count upon a large local traffic, and that while, as in all other cases, the country will be greatly improved by the railway, and its producing power enhanced, it warrants, from its present advanced state, the construction of the road as a commercial enterprise.

A comparison has already been made between the actual populations, and the relative populations at the two periods of 1852 and 1861, between the western townships traversed by the Great Western Railway, and those which will be traversed by the proposed Wellington, Grey and Bruce Railway, and it has been shown that in respect to population the north-western district exceeds the western by the very considerable number of 8445 souls. But this is not the only respect in which the former district exceeds the latter in importance. A comparison of the productions of the two districts at the last named period, affords a still more striking proof of the great value of this country as a feeder for a railway. The productions of the north-western townships, in the four leading cereals have just been given. The following are the quantities of the same productions, with the area under cultivation, of the townships tributary to the western section of the Great Western, according to the census of 1861:—

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.....	864,214
.....	197,920
.....	330,420
.....	28,937
.....	59,757
.....	17,783
.....	1,668,954
.....	176,615
Total.....	

TOWNSHIPS.	ACRES UNDER CULTIVATION.	WHEAT.	BARLEY.	PEAS.	OATS.
Sandwich.....	15,937	21,109	4,555	10,660	82,640
Maidstone.....	5,425	2,955	858	3,011	16,896
Rochester.....	3,288	2,622	442	3,597	17,008
Tilbury, (East).....	3,604	8,319	1,301	6,936	69,631
Do. (West).....	1,701	3,307	227	3,469	7,772
Raleigh.....	16,887	41,075	11,067	26,127	15,782
Harwick.....	21,701	55,095	8,513	48,073	79,774
Howard.....	13,802	43,418	52,54	39,784	71,466
Orford.....	11,450	24,383	3,009	18,834	31,189
Aldborough.....	15,654	29,431	2,155	21,059	37,684
Dunwick.....	17,947	41,010	5,519	33,782	57,180
Delaware.....	6,931	17,680	1,354	17,505	24,467
Caradock.....	18,116	55,723	5,103	45,470	62,500
Metcalfe.....	8,044	42,683	1,354	22,169	28,848
Mosa.....	14,033	44,795	2,878	32,228	54,580
Euphemia.....	12,827	23,253	726	22,542	55,935
Zone.....	3,219	7,150	1,062	4,426	11,755
Chatham.....	14,311	43,142	13,576	35,390	45,319
Dover.....	9,814	46,606	26,476	22,650	36,429
Dawn.....	3,890	11,681	1,050	5,901	10,532
Camden.....	10,856	17,495	3,270	27,155	32,991
Ekfrid.....	15,165	42,050	8,228	51,520	58,751
Totals.....	233,462	624,982	107,977	502,288	911,129

It will be seen from this statement that the actual grain production of the north-western townships, very largely exceeded in 1861 that of the townships along the line of the Great Western Railway. Thus:—

	ACRES UNDER CULTIVATION.	GRAIN PRODUCTION.
Townships tributary to the Western section of the Great Western Railway :—	233,462	2,146,376
Townships tributary to the proposed Wellington, Grey and Bruce Railway :—	317,689	2,923,345

It is a curious fact that the excess in production and the excess in acreage under cultivation, were almost precisely the same, thirty-six and a half per cent. in the one case, and thirty-six per cent in the other.

These figures are cited with a view of establishing the fact that the country through which the proposed railway will pass, is in every way capable of affording immediate traffic, equal to that obtained from the Townships situated in the older settled parts of the Province, which have already enjoyed railway facilities for a number of years. A glance at the map will be sufficient to show that it affords a larger area of unoccupied territory, if such a term may be used, than is to be found in any other part of the Province, and that it should have progressed so rapidly within the comparatively short time since the greater portion of it first resounded with the ring of the Woodman's axe, is in itself a sure guarantee of its future importance as a feeder for a profitable railway.

It would be improper, however, to overlook, what all experience has so fully established, that great as has been the progress of this district of country in the past, important as it ranks among the great agricultural districts of the Province, its full development can never be attained until it has been furnished with railway communication. It should be remembered that the farmers of these Townships labour under very great disadvantages compared with their brother farmers of more favoured districts, and especially with that district with which a comparison has been ventured. The large production of cereals which the census of 1861 showed, and which it is no overestimate to assume has been doubled in quantity since that time, has all found its way to market by means of horse teams, involving a loss of time and money to the farmer which would enable him, if saved, greatly to improve his farm and increase its producing power. The distance from Guelph, the leading grain market for the district, to the extreme end of the Elora and Saugeen road, is about one hundred miles, and it is not too much to assume as an average for the whole country forty miles as the distance which the produce

has to be teamed to market; taking as the lowest figure the sum of five cents, as the average saving per bushel in the cost of transport which would be effected were the railway completed, and reducing the distance of teaming to an average of ten miles, and the result would be a saving to the farmers of the District of \$146,167 per annum, on the production of 1861, or on the present production probably a quarter of a million of dollars. That sum on these cereals alone, only four of the productions of the farm, is the loss which the farmers to day pay for being without a railway.

It is this large indirect tax, which want of railway facilities imposes upon a country, that keeps it from progressing so rapidly as under more favourable circumstances it would do. Its removal is the secret of the great impetus to every branch of industry and the great increase of individual and national wealth, that invariably follow the construction of railways. There is no fact in the experience of railways which stands out more prominently than this of the great increase they produce in the value of the country through which they pass, and in the quantity of its productions. On this subject Mr. Kennedy, the Superintendent of the last United States Census, in reference to the immense development of the Western States, occupies half-a-dozen pages in tracing the influence of railways in producing that development. He points out that "so great are their benefits that if the entire cost of railways between the Atlantic and Western States had been levied on the farms of the Central West, their proprietors could have paid it, and been immensely the gainers. This proposition will become evident if we look at the modes in which railways have been beneficial. These modes are first in doing what could not have been effected without them; second in securing to the producer very nearly the prices of the Atlantic markets, which are greatly in advance of what could have been had on his farm; and

third, by thus enabling the producer to dispose of his products at the best prices at all times, and to increase rapidly both the settlement and production of the interior states." Mr. Kennedy points out that not alone by the greater facilities afforded to the farmer of carrying his produce to market, is he benefitted, but that by the reduced cost of transporting the merchandize which he consumes into his immediate neighbourhood, he effects a large saving. He says "There is another respect in which the influence of railroads is almost as favourable to agriculture as that of cheapening the transportation of produce. It is that of cheapening the transportation, and therefore reducing the prices of foreign articles and eastern manufactures, consumed by the farmers of the interior. We need not adduce tables to illustrate this; for it is quite obvious and well known that this has been the effect, though perhaps not to so great an extent as the reverse in the case of produce. The increase in the value of five North-western States, from 1850 to 1860, was \$1,066,716,113. It is not too much to say that one half of this increase has been caused by railroads, for we experience already the impossibility of carrying off the surplus products of the interior with our railroads. Putting the increased value due to railroads at a little more than one-third, we have four hundred millions of dollars added to the cash value of farms in those five states by the construction of railroads. This fact will be manifest if it is conceded that the best lands in Illinois were worth but \$1 25. per acre prior to the construction of railroads, and are now worth twenty dollars."

These statements are justified by the results produced by all the railways in the neighbouring republic; and are so well understood there that the first desideratum sought by the settler in new territories is a railway. They have been corroborated in our Canadian experience as well; for although, mainly owing to the extravagance in building railways heretofore in Canada, all the pro-

prietors have not realized their expectations concerning them, no doubt can exist that the country has derived advantages equal to the cash capital employed in their construction. The Northern railway of Canada, running through a district somewhat similar, though in every respect inferior in point of fertility, to that through which the proposed Wellington Grey and Bruce railway will pass, produced a change in the value of property and an increase in productions, which far exceeded the entire cost of the railway. The testimony of a number of leading residents of the counties of York, Peel and Simcoe was obtained shortly after the completion of the railroad as to its effects upon the country through which it passed, and that testimony, although there could have been no correspondence between the parties, bears a remarkable similarity as to its facts. Mr. Hartman, the Warden of the counties of York and Peel, speaking from his knowledge of actual transfers of property which had taken place, stated the increased value per acre, within five miles of the railway, *due to its influence*, at \$20 per acre, from five to ten miles distance at \$18 per acre, and from ten to fifteen miles at \$13 per acre, the actual increase being more than double those sums. He pointed out, that "everything, capable of being converted into money in Toronto, commands ready sale at almost every point along the line of railway for cash, at Toronto prices, deducting freight; this was not the case five years ago. Butter, eggs, fruit, vegetables of all kinds, (except perhaps potatoes) poultry, game &c., were formerly looked upon as of small importance as articles of trade; they now command prices which render their production exceedingly valuable." He also pointed out another source of profit, which will become one of great importance to the farmers in Wellington Grey and Bruce, namely cordwood; and that even where it is not carried by rail to market. He says "although cordwood is not now carried over this

road, there is a home market here for all the cordwood to be spared from this part of the Country, and at a price much in advance of what it would be worth without the railway; in fact, land covered with hardwood only, is considered more valuable than without the timber, as within five to eight miles of a station, the wood will pay a very handsome profit on the expense of clearing—in some cases equal to the value of the land without the timber.” This fact, the local market which a railway creates for fire wood, is one of great importance to a hardwood country like that to be traversed by the proposed railway from Guelph to Lake Huron.

Sir James D. Hamilton Day, writing of the effect which the railway produced upon the value of property in the Township of Osprey where he resided, some 22 or 23 miles from the immediate vicinity of the road estimated the improvement directly attributable to it at 240 per cent; and referred to its “vast effect in promoting the comfort and prosperity of the Inhabitants generally of the Township.” Mr. George Sneath, Clerk of the Townships of Vespra and Sunnidale said that “the inhabitants of that locality would submit to be taxed four-fold, rather than lose the advantages of the railroad, in fact, the benefit is incalculable.” Mr. W. C. Little, of the Township of Innisfil, wrote: “This year my Township is called upon to provide the sum of £595 or \$2380, as its portion or share in the County expenditure to meet the interest on the debentures of the Northern Railroad grant, and to form a sinking fund for the due payment of the same. In order to meet that sum we levy the rate of nearly two pence in the pound, on the real and personal property in the Township. Yet the advantages derived from the railway are so manifest in a variety of ways, that I am satisfied our Township would, rather than lose so essential a convenience, make still further sacrifices and greater exertions to secure

those privileges, so happily conferred upon us." Mr. Lount, the Registrar of the County of Simcoe, gave some facts, based upon actual transfers of land coming under his notice in his official capacity; and the facts are so striking, as illustrating the great influence of Railways in improving the value of land in the districts through which they pass, that they had better be given in full:—

TOWNSHIPS.	Present average value per acre, 1856.	Average value prior to the construction of the Northern R'y	Increase in value.	Proportion of increase due to construction of Railway.	Proportion due to other causes.
West Gwillimbury ..	£12 10s.	£ 2 10s.	£10 0s.	£ 8 10s.	£ 1 10s.
Inisfil	10 0	1 10	8 10	7 10	1 0
Essa	10 0	1 10	8 10	7 10	1 0
Tecumseth	12 10	2 10	10 0	8 10	1 10
Adjala	8 10	1 0	7 10	7 0	0 10
Tosorontio	5 0	0 10	4 10	4 0	0 10
Sunnidale	5 0	0 10	4 10	4 0	0 10
Nottawasaga	8 10	0 10	8 0	7 10	0 10
Vespra	10 0	1 10	8 10	7 10	1 0
Oro	10 0	1 10	8 10	7 10	1 0

Mr. Samuel Rogers, Reeve of Tiny and Tay, on the same subject wrote:— "Simcoe has increased in value to an almost unprecedented extent, and far in advance of the anticipations of the most ardent and sanguine promoters of a scheme that has raised Simcoe from a poor backwood County to a position among the first in the Province; a position not the less enviable for being the first County which has given pecuniary aid to a Railway Company; and I have no hesitation in saying that if the Northern road were not built, Simcoe would tax herself to almost any amount to obtain a Road. Short-sighted and narrow indeed must be the policy of those in authority, in any section of the Province having work for a road, (and where in Canada could a road be built that would not find ample employment) that will not render aid to its construction, as they would be repaid ten-fold by the increased facilities of intercourse, the rapid rise in the value of property, landed and otherwise, and the bringing into market of their wild and un-

productive lands." The Hon. W. B. Robinson, certified that "the farmer residing at Nottawasaga, for instance, now obtains nearly as much for his produce as he who lives near the city, when before the Railroad was made he could seldom obtain cash for his products at any price. Many of the productions of the farmer, such as vegetables, poultry, &c., would not bear the expense of transport over long and bad roads, and were consequently not saleable. Now everything the same farmer raises commands cash and is readily sold." These extracts are selected at random from a number addressed, in 1856, by influential residents of the district traversed by the Northern Railway, to Sandford Fleming, Esq. They all confirm the general experience in the United States and in England as to the influence of railways in promoting the value of property, and the general prosperity of the Country through which they pass. The promise of those early years of the experience of the effects of the Northern Railway have been more than realised since in the continued increase in the value of property, in the quantity of farm productions, in the population, and in the general prosperity and happiness of the people. By the annual report of the Directors of the road for the year ending July 1855, the first during which it was opened to Collingwood, it appears that in the products of the farm, the quantity carried over the road was as follows :

Wheat.....	177,499	bushels.
Flour.....	98,149	barrels.
Other Agricultural } produce.....	212½	tons.

while for the year 1866, the quantities of the same articles of produce carried over the road were :—

Wheat.....	659,147	bushels.
Flour.....	88,066	barrels.
Other Agricultural } produce.....	8,983¼	tons.

Large as this increase is it represents very inadequately the actual improvement in the Country produced by the construction of the Northern Railway. In the report of the Directors submitted to the annual meeting of the proprietors held at the Company's offices on July 16th., 1855, giving the results of the operations of the Railway during the first year that it was opened throughout its entire length for traffic, the total number of tons of freight carried was stated as follows —

North	{ Local.....	8994½	Total 9288½
	{ Through....	294	
South	{ Local.....	47,820½	,, 53,054½
	{ Through....	5,233½	

In a letter by Mr. Cumberland, the managing Director of the Northern Railway, on the 20th April, 1867, addressed to the Warden, Reeves and Deputy Reeves of the Southern Division of the County of Grey, on the subject of the rival projects for furnishing railway accomodation to that County, it is stated that “the Northern traffic, one way only, namely, *going South*, is already equal to 1,200 tons daily on a line 94 miles in length.”

This statement, it is to be presumed, has reference to those periods when the produce of the Country is being principally moved. But in the annual report of the Board of Directors for the year 1866, the total tonnage going South is put down at 174,817 tons ; thus showing an actual increase in the freight traffic over the road “outwards,” during eleven years, of Two hundred and twenty nine and a half per cent, an increase due to the great development of the Country in consequence of the construction of this Railway. These official figures are valuable in considering the probable advantage which must result from a similar cause, the construction of a Railway, in another and certainly in many respects superior district. They prove not simply that the Railway immensely increases the producing power of the country through which it passes, but that it also

developes a trade which enormously increases its own traffic returns. The Northern Railway which for some time paid nothing to its proprietors, now pays them punctually six per cent per annum, on an aggregate amount of \$2,598,000, being equivalent to \$27,638 per mile of its entire length. And when it is remembered, as will hereafter be shown, that the district of the proposed Wellington, Grey and Bruce Railway is to day about equal in productions to that of the Northren Road, and that we may fairly look forward to an equally great developement in the future, the importance of the enterprise cannot fail to be appreciated.

A comparison has already been instituted between the Country through which the proposed Wellington, Grey and Bruce Railway will pass, and that similarly situated towards the western section of the Great Western Railway. It has been shown that valuable as is the south western portion of the peninsula, largely as it has contributed to the prosperity of the Great Western Railway, it is at this moment very inferior in all respects to those portions of the counties of Wellington, Grey and Bruce, which are tributary to the proposed line. A similar comparison between the North-western District, and that tributary to the Northern Railway is in some respects almost as favourable to the former. Comparing the two districts, as the latter appeared in the census returns of 1852, about the period when the Northern was being undertaken, the Wellington, Grey and Bruce district presents a striking superiority both in area under cultivation and in productions. As an opening for Railway investment, it is in all respects immeasurably superior to what the County of Simcoe and adjacent Townships were when the Northern was built. And this fact is one of very great importance in considering the value of the enterprise which is now presented for the consideration of capitalists. Nearly all the railways thus far built in Canada have been built with the view mainly to open up the

country, and in the hope of prospective profits which its development would ensure. In this case, the country to-day affords a field for immediately successful railway enterprise. Even compared with the Northern district in 1861, after it had had all the advantages of railway communication for upwards of six years, it presents a very favourable result as the following table will show:—

	Products of Townships tributary to the Northern Railway, by census 1852 and 1861 respectively.		Percentage of Increase.	Products of Townships tributary to proposed Wellington, Grey and Bruce Railway, by census 1861.	
	1852.	1861.			
Occupiers of land.....	5,582	6,895	23½	9,955	44 p.c. more.
Land under cultivation, acres.....	232,800	342,261	47	317,689	7½ p.c. less.
Wood and wild lands, acres.....	313,212	338,711	8½	802,509	137 p.c. more.
Cash value of farms.....	.....	\$18,975,550	.....	\$13,410,265	41 p.c. less.
Cash value of farming implements.....	.....	\$859,055	.....	\$496,201	73 p.c. less.
Wheat, bushels.....	968,923	2,196,233	126½	1,668,954	31½ p.c. less.
Barley, ".....	29,520	100,497	240½	59,757	68 p.c. less.
Peas, ".....	312,488	693,001	121½	330,420	109 p.c. less.
Oats, ".....	772,729	1,256,056	62½	864,214	45 p.c. less.
Potatoes, ".....	326,715	917,968	181	815,522	12½ p.c. less.
Turnips, ".....	333,772	1,449,023	334½	2,814,355	93 p.c. more.
Hay, tons.....	29,490	34,210	.....	34,148	.....
Maple sugar, lbs.....	228,862	349,816	53	462,529	32 p.c. more.
Wool, ".....	144,430	170,639	18½	109,444	56 p.c. less.
Cash value of live stock.....	.....	\$2,344,227	.....	\$1,855,687	26 p.c. less.
Butter, lbs.....	777,350	1,267,193	63	1,041,809	21½ p.c. less.
Cheese, ".....	80,319	197,452	145½	67,152	194 p.c. less.

There are some features of this table which are worthy of attention in estimating the value of the north western district as a field for railway investment. It will be seen that in 1861, the occupiers of land exceeded in number those of the northern district by no less than forty-four per cent; and it is not too much to assume that the excess now is very much greater. The area of lands under cultivation was only seven and a half per cent less, while the area of wood and wild lands, that is the uncleared land in the occupation of settlers, exceeded by one hundred and thirty-seven per cent that of the Northern district! That land is every year being rapidly cleared, and the cultivated area enormously increased. So that it is not too much to say that at this time the Townships tributary to the proposed Wellington Grey and Bruce Railway will afford larger traffic returns than those similarly situated towards the Northern Railway, which now pays the proprietors six per cent upon a mileage cost of \$27,638, one hundred and fifty per cent greater than under the highest estimate will be required of private capital to complete this proposed railway.

It has already been stated that it is proposed that this railway shall be constructed by municipal assistance and private capital. The municipalities have already shown the deepest interest in the project, and are willingly disposed to do their share towards its accomplishment. The estimated cost of the work is under sixteen thousand dollars a mile, and the absence of any engineering difficulties, and the facility for obtaining on the spot all the material, except the iron rails, for railway construction, justifies the belief that the estimate will not be exceeded. The engineers report attached to this prospectus contains full particulars in relation to route and cost of construction. Of this cost it is proposed that the municipalities shall contribute a large proportion, say six thousand dollars per mile, or an aggregate sum from all the municipalities

interested of about six hundred thousand dollars. The municipalities which have already passed by-laws, give authority in them for an application to Parliament to convert the stock into free grants to the company ; so that, on these sums being granted, the company will commence operations with an assured, non-interest bearing capital equal to more than one-third the entire cost of the work. This offer on the part of the municipalities interested is a striking evidence of how severely the want of railway accommodation is felt by them. Large as their contribution is they feel that they lose more every year in the enhanced cost of marketing their produce by teams, in their inability to take advantage of the market at all seasons, in the loss of time in going to the market towns, and the consequent absence in too many instances of that thorough system of tillage necessary to bring the land up to its greatest producing capacity, in the enhanced cost of everything which they consume in consequence of difficulties and cost of transport, and in the absence of those social comforts which a more frequent and rapid communication with the outer world always brings with it, and which are denied to them by their comparative isolation.

It is not too much to assume that the aggregate grain production of this north-western district is to day upwards of four millions of bushels ; and it may fairly be estimated that one half of that finds its way to market annually. Now from the most general enquiry from the farmers of the different townships as to the present cost of marketing this grain by teams, it is a very moderate estimate to assume the saving which would be effected, by the construction of the railway, in the carrying of this produce, at seven cents a bushel, or an aggregate annual gain to the farmers of the district of one hundred and forty thousand dollars. The interest on the proposed municipal bonus, with sinking fund sufficient to pay off the entire debt in fourteen years, amounts to the sum of sixty-six thousand dollars annually, so that upon the

grain production of the district alone, an annual saving will be effected by the farmers of seventy-four thousand dollars. The saving in the cost of marketing the grain, and its consequent higher value to the farmer, is, however, but one, and not the most important, of the many advantages which the construction of this railway would confer upon this district. The following statement of the loss which the farmer sustains on but a few of the more prominent productions of his farm is the result of enquiry among the settlers themselves. The case is that of a two hundred acre farmer, and the productions are put far below the general average. Take first the article of cattle, stock raising being a rapidly increasing and most important source of profit to the country. It is estimated from actual experience that fat cattle lose in weight, in driving them even fifteen miles to market, no less than five per cent. Assuming that the farmer has two head of cattle to sell in the year, the loss in weight would be at least 150lbs., which at \$4. a hundred would be \$6. He will raise for market at least five hundred bushels of grain of all kinds, upon which, assuming an average loss of even five cents a bushel, extra cost of teaming, would be \$25. It now takes the farmer at an average distance from the nearest railway station, two days to go to market and return, making on the five hundred bushels of grain an expenditure of at least twelve days time. After the construction of the railway, at least two thirds of that time would be saved, say eight days, which at \$2 a day, a moderate charge for a man and team of horses, would be \$16, making in all an annual loss on the two items of cattle and grain of \$47. The railroad tax for such a farmer, in the Township of Maryborough for instance, to pay the interest of, and provide a sinking fund for, the bonus which that township gives to the Railway Company of \$40,000 would be under \$12!

But these figures represent but inadequately the real loss to the farmer, in consequence of the absence of

railway communication. It unfortunately happens that the market is generally at its highest just when the fall ploughing ought to be performed; and the farmer is left with the option of either neglecting the proper tillage of his land, and the consequent decrease in the next year's crop, or he has to run the risk of postponing the sale of his produce till the winter, and taking the lower prices which may then prevail. Either alternative is a direct loss to him, not included in the above estimate; and, unfortunately too often, the temptation to take advantage of the market at its apparent highest, induces him to neglect or postpone the fall work on the farm, and the general production is thereby largely decreased. A railway removes these difficulties. It brings the market practically to his own door; and in this way, by affording him larger prices for his produce, and more time for the cultivation of the soil, it increases both his producing and consuming power, and adds largely to the traffic returns of the Company. The railroad creates thus a steadily increasing profit to the farmer, while annually the tax, which he has wisely incurred in order to secure it, goes on as steadily decreasing, until at the end of a few years it disappears altogether.

Upon this point, Mr. Cumberland, in his recent letter to which reference has already been made, thus refers to the effect produced in the remoter townships through which the Northern Railway runs. He says "as to its (the Northern Railway's) effect upon the country, let the development of the county of Simcoe testify to the fact that every interest within it, whether agricultural, manufacturing or commercial, is buoyant and prosperous. The township of Innisfil, as valued for assessment, has increased in ten years, upwards of six hundred and fifty per cent; and the township of Notawasaga, at the extreme northern limit of our line, has, in the same period, advanced about sixteen hundred per cent, as shown by the Treasurer's books;

“ and such has been the extraordinary expansion through-
 “ out the county of Simcoe, that although everything
 “ points to liberality of improvement in the public high-
 “ ways, in schools, and all other public and municipal
 “ expenditures which illustrate progress, yet the county
 “ rate which in 1852 was seventy-two mills in the dollar,
 “ is this year reduced to thirty mills, or less than half
 “ the old rate of taxation, showing very clearly that the
 “ people of the county are getting more and paying less
 “ for it.”

It is not out of place before concluding this statement of the peculiar advantages this district possesses for railway enterprise, and the certainty of its at once affording a remunerative traffic to the Company, to refer to some of the advantages which the Wellington, Grey and Bruce Railway possesses over any of the other schemes which have been propounded for supplying the north-western counties with railway accommodation. It may be remarked first that with the exception of the Angus and Durham line, none of the other proposed Companies have charters. The Angus and Durham line is designed to afford accomodation only to a portion of the county of Grey, and does not meet the requirements of the far more productive counties of Bruce and Wellington. And it is a curious fact that if constructed to morrow, it scarcely effects the area which has in this prospectus been assumed as tributary to the Wellington, Grey and Bruce Railway.

The schemes which, if carried out, come more directly into competition with the Wellington, Grey and Bruce railway, are what is called the Central line, running direct from Toronto to Owen Sound, and the Toronto, Grey and Bruce Railway, running from Toronto direct to Lake Huron, with a branch to Owen Sound. The Central railway project can hardly now be said to be in existence even as a suggestion. Its projecter, during the session of Parliament of 1866, sought a charter for

it, but failed in obtaining one, principally because of its competition with other existing railways or charters. The Toronto, Grey and Bruce Railway is really the only other proposal, prominently before the public, and backed by any important influence, which can be said to be in competition with the Wellington, Grey and Bruce; and it may be worth while to glance at the respective merits of the two proposals.

It is unnecessary to refer to the peculiar feature of this Toronto, Grey and Bruce Railway, which is prominently urged by its promoters as its special merit, "the narrow guage cheap railway" feature. The Legislature of the late Province of Canada has already decided the question of the guage to be used for the Country; and it is not likely now that the legislature of Ontario will alter that decision, especially in relation to a railway running through so important a section of the Province, by sanctioning a principle which, wherever adopted, has proved most prejudicial to the interests of the railways and the public alike, that of a variety of guages. Hence it may be assumed, that if Parliament should charter the Company which is advocating this route, it will do so only on condition of the road being built of a uniform guage with the leading railways of the Province. In instituting therefore a comparison between it, and the Wellington, Grey and Bruce Railway, no reference to the "cheap" feature need be made.

Looking at the map and tracing there the two lines, two very important facts will be apparent: the first is the relative length of railway required to be constructed, by the two routes, and the relative competition which the two railways would be liable to, when completed. Taking the village of Walkerton, which both the Companies design to reach, as the western point for comparison, the length of railway required to be constructed to reach the existing railway system of the country would be, by the Toronto, Grey and Bruce Railway, ninety miles, and by the Wellington, Grey and Bruce

only sixty, that is assuming an air line measurement in both cases. Thus by this proposed Toronto line, thirty miles more of railway construction is required, a very serious consideration in an enterprise of this description. In the existing position of Canadian railway enterprises, it must undoubtedly be of primary importance to limit the capital required for any new enterprise to the lowest possible figure, and the most certain way of effecting this is by acting upon the general principle that a district without a railway can be soonest and most profitably served by the shortest possible mileage length of new railway necessary to reach it.

But the folly of attempting to supply this district of country with railway facilities by a new line of road running directly from the city of Toronto, will be still more apparent, when the competition which such a railway will have to encounter is considered. Not only is there involved by it, thirty additional miles of railway construction, but those thirty miles are mainly through a country already supplied with railway facilities by the Grand Trunk and Northern Railways. Starting from Toronto, the line would bisect the angle formed by those two railways, and at twenty miles from the city, it would still be within ten miles of each of them on either side. At thirty miles it would be within twenty miles of the Northern Railway; and, if Mount Forest is proposed to be touched on the line to Lake Huron, as is now said to be the intention of the promoters of the enterprise, at forty miles from Toronto it would still be within twenty miles of the Grand Trunk; having to the north the townships of Luther and Amaranth, the least valuable of the entire district, while the magnificent townships of Peel, Maryborough and Wallace, would be left without any accommodation from the road. So that to supply this north-western district with railway facilities, capitalists are asked, by the promoters of this Toronto enterprise, to construct thirty miles of additional railway, in-

volving at the lowest estimate, even ignoring the engineering difficulties which have to be overcome in those thirty miles, and to which reference will be hereafter made, a capital of half-a-million of dollars, and that through a district already sufficiently supplied with railway accommodation by existing lines, besides being through the least valuable portions of the country, to the utter neglect of those portions which, from the excellence of their soil, would be certain to yield larger traffic returns to the company.

The Wellington, Grey and Bruce Railway is not only the shortest route proposed, or indeed possible, but it will come into competition with no other railway from the time it leaves Guelph until it reaches Lake Huron. It will run nearly parallel with the Northern Railway on the one side and the Buffalo and Lake Huron Railway on the other, and at a distance of from thirty-five to fifty miles from each of them along its entire length. It will command therefore the undivided traffic of a country at least twenty miles wide on each side of the line; and it possesses the peculiar merit of running either through or immediately adjacent to the finest townships in the district. Not a mile of unnecessary railway requires by it to be constructed to reach the trade of this fine district, and the capital necessary, therefore, to secure this object is reduced to the lowest possible amount.

That is the result of a fair comparison of the two lines, as they appear upon the map. But there is another difficulty to be encountered by the Toronto, Grey and Bruce Railway which is not so apparent on the map. The thirty miles of comparatively useless railway which it involves, would also involve an additional charge upon capital account, spread over the entire road, of from forty to fifty per cent. The level of Lake Huron is several hundred feet above that of Lake Ontario, and the ascent, which has already been made by the Great Western and Grand Trunk Railways, in-

volves the passage through what Sir William Logan, in his *Geology of Canada*, describes as the Niagara Falls escarpment or middle silurian ridge. The difficulty of this ascent will be apparent from the fact that the Grand Trunk Railway had to rise nine hundred and sixty feet from the level of Lake Ontario at Toronto to Rockwood Station, an air line distance of about thirty-five miles. This ridge cannot be overcome except by ascending it, and the rock cuttings which the railways which have already accomplished this work have encountered, have been a source of enormous expense. It is a moderate estimate to assume the cost per mile of a railway between Toronto and the summit of this ridge, at double the cost of construction between that point and Lake Huron; so that this thirty miles of additional railway, not only passes through a district where it would be subject to the direct competition of the Grand Trunk on the one side and the Northern on the other, not only, until it strikes Mount Forest, if it should touch that point, taps the least productive townships of this district, but involves an expenditure of capital equal to what is necessary to construct double the distance of railway on the Lake Huron level.

The Wellington, Grey and Bruce Railway, taking its start at Guelph, above this ridge, avoids the engineering difficulties that it presents, and encounters probably fewer difficulties of any kind than any similar length of railway constructed in Canada. And at Guelph, connecting with both the Grand Trunk and Great Western Railways, it opens to the produce of the district, direct access by either of those roads to all the markets of the continent.

The advantages of this proposed Wellington, Grey and Bruce Railway may be briefly summed up as follows :

1.—It passes through a district unsurpassed for fertility, and the character of its settlements, by any district of similar extent in Canada.

2.—Although of comparatively recent settlement, it

already exceeds in area under cultivation and in productions, by upwards of fifty per cent, the district traversed by the western hundred miles of the Great Western Railway ; and exceeds in population, in area under cultivation and in productions, the district traversed by the Northern Railway which is now paying to its proprietors a dividend of six per cent annually on a mileage capital of \$27,638.

3.—It avoids competition with any existing railway, securing the absolute command of a breadth of country equal to twenty miles on each side of the line, including the most fertile and best settled portions of the district.

4.—It avoids the engineering difficulties which all the other railways which have been constructed to the western lakes have encountered, by starting above the middle silurian ridge, and can therefore be completed for a far smaller capital than any other line that has been proposed to afford railway accommodation to the counties of Wellington, Grey and Bruce.

5.—By its connection with the Grand Trunk and Great Western Railways at Guelph, with both of which running arrangements are authorized to be made, it affords a ready and direct access for the productions of this country to all the markets of the continent.

With these advantages the enterprise is confidently recommended to the attention of capitalists seeking a profitable investment for their capital. The liberal municipal grants already voted and which are certain to be voted towards its construction by the townships interested in it, leave a smaller amount of private capital to be furnished than has yet been required by any railway in this Province, and the comparisons which have been instituted between the district it traverses and those traversed by existing railways, based upon official data, leave no reason to doubt that it will yield from the first, a liberal and certain return to its proprietors.

REPORT OF GEORGE LOWE REID, Esq.

Hamilton, 4th January, 1868.

*To the President and Directors
of the Wellington, Grey and Bruce Railway.*

GENTLEMEN,—

Having now completed the surveys of the different routes proposed for the line of the Wellington, Grey and Bruce Railway, I beg to hand you my report upon the same.

1st.—General description of the routes surveyed.

Having only commenced operations in the field in the middle of October last, I was unable to do more, before winter set in, than run two trial lines into the district north-west of Guelph; but as a great deal of care was bestowed upon an exploration of the country, in advance of the instrumental surveys, I feel confident that the lines which I have located will require few alterations when the period arrives for finally determining the route to be adopted. I have much pleasure in stating that the field work was conducted with great energy and ability by two experienced engineers, viz., by Mr. Thos. Ridout at the head of the surveying party, and by Mr. Molesworth in charge of the levelling party.

Starting from the Guelph Station of the Great Western Railway, the proposed line of railway runs in a very straight course to the village of Elora, keeping on the west side of, and nearly parallel to, the Gravel Road between Guelph and Elora. It enters the village of Elora at the S. W. corner, at a distance of $12\frac{1}{2}$ miles from Guelph; then proceeding in an easterly direction, it

crosses the Grand River at a point about one mile west of Fergus, and touches the westerly limit of that village at a distance of $15\frac{1}{2}$ miles from Guelph.

So far, there can hardly be any difference of opinion as to the route from Guelph northwards; but at the village of Fergus a choice of courses to the north and west is presented, both of which offer great advantages for the construction of a line of railway. One of these tends to the north-west, passing in its course the thriving villages of Alma, Drayton, and Rothsay, reaching the village of Harriston, on the Maitland River, at a distance of $31\frac{1}{2}$ miles from Fergus, or 47 miles from Guelph. At this point, I terminated the survey for the present. The other route lies more nearly due north, and runs very nearly parallel with and west of the Garafraxa Gravel Road, passing the important village of Arthur, and terminating, for the present, at Mount Forest, on the south branch of the Saugeen River. The extreme distance by this line from Guelph to Mount Forest is 42 miles.

Had the season of the year permitted, I should have continued the surveys to Walkerton, the county town of Bruce, being distant 21 miles from Harriston *via* Clifford, and 24 miles from Mt. Forest *via* Newstadt.

Were the railway to be constructed, in the first instance, the whole way to Walkerton, (from which point there is a choice of routes to Lake Huron) the distance from Guelph *via* Drayton and Harriston would be 68 miles, and *via* Mount Forest and Newstadt, 67 miles. But as occasional lateral deviations might be found advantageous in determining the final location by either route, the distance between Guelph and Walkerton may be assumed to be practically the same by both lines.

*2nd. Character of the Country as adapted for a
Line of Railway.*

The district of country traversed by both of the lines above described presents no obstacles whatever to the construction of a cheap and easily worked line of railway. In fact I know of no part of Western Canada, north of the Line of the Grand Trunk Railway and west of Toronto, which presents so many favorable features for the building of a line of railway at once durable and inexpensive.

Starting from Guelph at an elevation of 833 feet above Lake Ontario, the summit level on the Harriston line is found at a point nine miles north west of Fergus where the elevation is 1,286 feet above the same level. On the Mount Forest route the summit level is 1,334 feet above the water of Lake Ontario, being at a point eight miles north of Fergus. In both cases the steepest gradients do not exceed a rise of 60 feet per mile (and that in short lengths at a time) which is somewhat more favorable than the ruling grade of the Galt and Guelph Railway; and there are no curves of less radius than 600 yards. After computing accurately the quantities of materials on both lines, I find that they are so nearly similar in amount that, for all practical purposes, the two routes may be regarded, in a mere engineering point of view, as offering equal facilities for railway construction.

3rd. Estimated Cost.

In calculating the cost of the lines above described I have based my estimates upon a railway of the existing gauge of the Canadian Lines, (viz: 5 feet, 6 inches,) and I have kept in view the various requirements of a line capable of carrying with safety and certainty such an amount of traffic as at present daily passes over the

Great Western Railway, from Guelph and Galt to Harrisburgh, and at the same rate of speed as those trains. Instead of rails weighing 66 lbs per yard, as used on the Great Western and Grand Trunk Railways, I propose to adopt a rail of 50 lbs per yard, secured at the joints by means of an improved steel scabbard. The track will be ballasted in a very thorough manner, and although the majority of the bridges and open culverts and cattle guards will be of timber, they will be constructed in a very strong and substantial manner. The line will be fenced throughout and well drained. The stations will be provided with good and commodious passenger and freight buildings, and an adequate number of water tanks, wood sheds, and engine houses will be erected.

As the country consists, in a large measure, of a series of gravel ridges, the cuttings and embankments will be easily and cheaply formed, and the ballasting of the track will be of a superior description. These important features in the first construction of the line not only indicate a comparatively small expenditure in the building of the road, but they as surely point to an inexpensive maintenance of the track in future years.

The existence of these gravel ridges has fortunately enabled the various municipalities on both of the routes, herein described, to build a large extent of good gravel roads, which, in addition to the excellent quality of the soil, have in a very large measure contributed to the rapid settlement, and to the almost unexampled prosperity, enjoyed by the counties of Wellington, Grey and Bruce.

For facilities of transport, abundance of provisions and fodder for workmen and horses, for streams of pure running water, and for salubrity of climate, I certainly know of no tract of country in Canada which offers

greater facilities to a railway contractor in the prosecution of his work than is presented by the district herein described.

As it is not intended that I should in this Report furnish you with all the details of my estimates of cost of the lines surveyed, I shall content myself with appending hereto a mere abstract of them.

I made out my estimates of cost in three distinct divisions, namely: 1st. From Guelph to Fergus: 2nd. Fergus to Harriston: and 3rd. Fergus to Mount Forest. But I have now taken an average of all these and reduced the same to the cost per mile of railway, which, after making an ample allowance for right of way, General Management, Engineering and all contingencies, gives a result of \$15,500 per mile exclusive of Rolling Stock and Cars.

I am, Gentlemen,

Your obedient servant,

(Signed) GEO. LOWE REID.